

IN THE CLAIMS:

Please amend the claims to read as follows:

1. (Previously Amended) A method for securing horizontally loaded cargo units on a vessel, in which method the cargo units (13;21,20;80;100) are handled and secured for transporting the cargo units (13;21,20;80;100) on the vessel (50), in which method the cargo unit (13;21,20;80;100) is secured to the vessel (50) and/or to an adjacent cargo unit (13;21,20;80;100) by means of securing elements forming an interlocking coupling, wherein the cargo unit (13;21,20;80;100) is secured to the vessel (50) and/or to an adjacent cargo unit (13;21,20;80;100) located at the longitudinal side of the cargo unit with respect to the driving direction thereof by means of securing elements (10) placed on the vertical sides of the cargo unit which extend longitudinally with respect to the driving direction thereof such that securing parts (11, 12) of the securing elements (10) fixed to a bulkhead (15) of the vessel (50) and to the cargo unit or to adjacent cargo units, with their locking arrangement (18, 19) preventing vertical movement, form an interlocking coupling, whereby the cargo unit (13) that is secured remains in place in the securing position.

2. (Previously Amended) A method according to claim 1, wherein the cargo units (13;20,21;80;100) are locked by means of a locking arrangement (16, 17) provided in connection with the securing element (10) for preventing the longitudinal movement of the cargo units.

3. (Previously Amended) A method according to claim 1 wherein, in the method, the

b1 cargo units (13) secured to one another by means of the securing elements (10) form together with the vessel (50) a structure which is substantially continuous in strength.

4. (Canceled)

5. (Previously Amended) A method according to claim 1, wherein, in the method, the securing parts (11,12) are secured to each other by lifting a securing part of the cargo unit onto a respective securing part of another adjacent cargo unit or onto a respective securing part of the bulkhead (15) of the vessel (50) and by locking the securing by means of the first locking arrangement (16,17) to prevent longitudinal movement and by means of the second locking arrangement (18,19) to prevent vertical movement

6. (Previously Amended) A method according to claim 1, wherein, in the method, the securing parts (11,12) are caused to slide along each other and secured in the longitudinal direction.

7. (Currently Amended) A method according to claim 1, wherein the method is applied to [securing of rolltrailers (80), cassettes (100),] semitrailers (21) [and/or similar types of horizontally loaded cargo units (13) to the vessel].

8. (Previously Amended) A method according to claim 1, wherein, in the method, a trestle (20) for supporting a semitrailer (21) is attached to a kingpin (22) of the semitrailer (21), and that the trestle (20) is secured by means of a first securing part (12) of the securing element (10) to a respective second securing part (11) of the securing element (10) of the vessel (50) or an adjacent cargo unit.

*and
to
base
of
semitrailers
relative
to cargo
unit*

9. (Previously Amended) A device for securing horizontally loaded cargo units on a vessel, which device is used for securing the cargo units (13;20,21;80;100) by means of an interlocking coupling to an adjacent cargo unit (13;21,20;80;100) and/or to the vessel (50) for transport on the vessel (50), said device comprising:

a securing element (10) located on the vertical side of the cargo unit extending longitudinally with respect to the driving direction, which securing element (10) comprises securing parts (11, 12) fixed to the cargo units or to the cargo unit and to a bulkhead (15) of the vessel (50) located adjacent to each other with respect to the driving direction of the cargo unit, as well as a locking arrangement (18, 19) for preventing vertical movement, said parts and arrangement forming an interlocking coupling such that the securing element (10) keeps the cargo unit (13;20,21;80;100) that is secured in place in the securing position.

10. (Previously Amended) A device according to claim 9, wherein the securing element (10) comprises a locking arrangement (16,17) for preventing the longitudinal movement of the cargo

*no dates
to be
arranged
of vessel
double*

unit (13) that is secured.

b2
11. (Previously Amended) A device according to claim 9, wherein the

cargo units (13) secured to one another by means of the securing elements (10) form together with
the vessel (50) a continuous structure.

12. (Canceled)

13. (Currently Amended) A device according to claim 9, wherein the device is arranged

to be used in securing [rolltrailers (80), cassettes (100)] semitrailers (21) [and/or similar types of
cargo units (13) to the vessel (50)].

b3 *for rolltrailer cassettes*
cargo units - vessel
make clear

14. (Previously Amended) A device according to claim 9, wherein the securing element

of the device is arranged in connection with a trestle (20) intended for support of a semitrailer (21)
such that the trestle (20) comprises members for attaching it to a kingpin of the semitrailer.

b1 b2 b3

15. (Canceled)